

FY 2016 PROPOSED BUDGET

Pathways to the Middle Class

In the State of the District Address, Mayor Bowser outlined her Administration's goals for creating pathways to the middle class for residents in all eight wards.

Creating pathways to the middle class isn't just about policies and programs. It's a governing strategy that will help ensure that we are looking at our budget and priorities holistically.

The Fiscal Year 2016 Proposed Budget is the District's 20th consecutive balanced budget. It closes the \$193 million gap and funds initiatives to prioritize affordable housing, preserve funding for education and public safety, and make investments to put the District on a path to end homelessness and improve our aging infrastructure.

The Bowser Administration is committed to community engagement. This budget was drafted with unprecedented levels of input from residents, the D.C. Council and community organizations.

There are five overarching priorities that guide this budget and provide pathways to the middle class: education; economic opportunity; public safety; neighborhoods; and the environment and infrastructure. Making investments in these priority areas will help ensure that our residents have clearly defined pathways to the middle class and that the District remains a great place to live, work and play.

Improving Education

We have the fastest-improving urban school district in the nation. Every child in the District of Columbia deserves the opportunity to attend a clean, safe, modern, high-quality public school in their own neighborhood. While we have made great progress towards that goal in the past seven years, there is more work to be done to ensure that all of our students, regardless of where they live, are college- and career-ready, when they graduate from high school. The FY 2016 budget includes:

- \$31.4 million for increased enrollment in our public schools.
- \$1.3 billion to modernize our elementary, middle and high school facilities over the next six years.
- \$200,000 to expand the community schools model, by providing non-instructional wrap-around services to school children and their families to help them succeed, to an additional school.

Improving Public Safety

To create economic opportunities we must first make our streets safer. Like many big cities across the country, the District of Columbia faces unique challenges as a significant number of officers approach retirement age. Compounding this issue is the addition of 1,000 new residents each month as the city continues to prosper. The need for an expansive force of highly skilled officers continues to grow. The Bowser Administration will work to make the District the safest big city in America. The FY 2016 budget includes:

- \$5.1 million to increase the number of body-worn cameras for Metropolitan Police Department patrol officers.
- \$2.9 million to hire 48 new civilian positions within the Metropolitan Police Department, allowing more sworn officers to move from the desk to the street.
- \$2.5 million for a new Police Officers Retention Pilot Program.

Improving Economic Opportunity

Expanding economic opportunities for District residents is critical clear pathways to the middle class. In order to meet the needs of District residents and stay economically competitive with other cities, there are two things we must do: 1) engage our communities in a more meaningful and productive way; and 2) help foster small and local business growth in order to provide good paying jobs to D.C. residents. The FY 2016 budget includes:

- \$5.2 million to continue the expansion of the Marion Barry Summer Youth Employment Program by expanding the program to cover 22-24 year olds, raising the wages to \$8.25 per hour for 16-21 year olds, and providing six weeks of transportation subsidies.
- \$750,000 to expand access to healthy food through Joyful Foods Markets.
- \$3 million to incentivize hi-tech companies to open and stay in the District.
- \$1.5 million to expand career exploration, paid work experiences, self-advocacy training and work readiness training for high school students with disabilities.
- \$40 million in capital funds to create new family shelter options to replace DC General.
- \$18.7 million to begin funding the city's strategic path to end homelessness including funds for new prevention and rapid re-housing assistance for families and individuals, permanent supportive housing for families and individuals, targeted affordable housing units, replacement units for the DC General family shelter, and a new daytime center for individuals to obtain supportive services, housing, and employment supports.

Improving Neighborhoods

We know, too, that creating opportunities to build pathways to the middle class means that we have to ensure residents can afford to stay in the District. The Bowser Administration is committed to a three-pronged approach: produce more affordable housing, preserve what we have, and prepare for the future by creating quality educational options, targeted training programs, and good jobs so families in all eight wards can afford to call the District home. The FY 2016 budget includes:

- Additional investment to the Housing Production Trust Fund that will provide \$100 million in resources to help create and preserve low- and moderate-income housing.
- \$115 million in capital funds over six years for recreation centers, parks and pools.
- \$2.4 million to provide rental assistance to low-income individuals and families.

Improving Infrastructure and the Environment

Strengthening local transit and transportation options is about so much more than convenience for District residents and visitors, it is a matter of economic necessity. Having a safe, modern, reliable transit system ensures that residents and visitors alike can live, work, and play in the District; it also ensures the facilitation of commerce, which is vital to the District's continued growth and development.

- \$7 million to expand the Kids Ride Free program to Metrorail.
- \$323.4 million to fully fund the District's contribution to the Washington Metropolitan Area Transit Authority (WMATA) to prevent increases in fares or service reductions to Metrorail and Metrobus service.

